

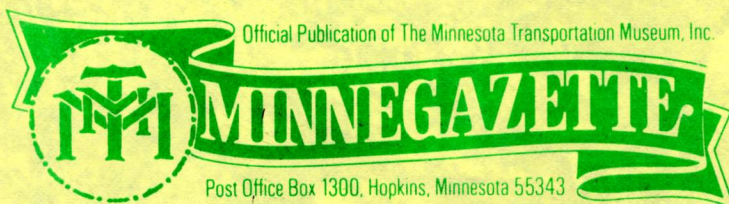


Official Publication of The Minnesota Transportation Museum, Inc.



MINNEGAZETTE

Post Office Box 1300, Hopkins, Minnesota 55343



Published Bi-Monthly for members in good standing
of the Minnesota Transportation Museum Inc.

ALL COMMUNICATIONS SHOULD BE ADDRESSED TO THE EDITOR
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NOVEMBER-DECEMBER 1978

NOTICE OF GENERAL MEMBERSHIP MEETING

8:00 p. m. Tuesday, November 28th, at the Northwestern National Life Insurance Co. auditorium, Washington Ave. So. and the Nicollet Mall, in downtown Minneapolis.

ABOUT THE COVER

MTM member Bob Clarkson photographed Dan Patch Electric Lines locomotive No. 100 and N.P. Ry. triple combine No. 1102 on July 27th enroute to Stillwater Lumber Jack Days. We submitted several of Bob's photos to TRAINS magazine; one was printed on page 13 of the November, 1978, issue. We wish TRAINS could have devoted more space to the photo; our cover photo demonstrates the quality of Bob's photography.

COMO-HARRIET STREETCAR LINE RIDERSHIP DOWN IN 1978

Through Sunday, October 8th, No. 1300 has carried 37,793 passengers, down from the 50,919 passengers carried through the same period in 1977. Rainy weekends and the road construction, which also caused the summer band concerts to be held elsewhere, contributed to the decline. Newsletters from other museums indicate their attendance is also down from 1977. Our Vice President-Vehicle Operations, Dale Hromadko, wishes to express his thanks to the operating personnel for their time and cooperation this season.

NEW MEMBERSHIP SECRETARY AND NEWS ABOUT MEMBERSHIP DUES

As of last January 1st, our dues year for all members became January 1 through December 31. Many members successfully used the membership dues table provided with the early 1978 issues of the MINNEGAZETTE to make the transition to the new system. However, some members have not completed their obligation to be paid up through December 31, 1978. Those members will have received a past due notice by the time they receive this issue of the MINNEGAZETTE. They are urged to fulfill their 1978 dues obligation by December 10th if they wish to remain as MTM members. All delinquent memberships will be terminated as of this date.

Also at this time, we would like to remind you that membership dues for 1979 can be paid from now until March 15, 1979. Refer to the enclosed flyer for further information.

Please refer any questions about dues, changes in address or telephone numbers, or memberships to our new Membership Secretary:

Scott Heiderich

1966 Portland Ave.

St. Paul, Minn. 55104

Telephone 612-645-3333

Scott succeeds David Norman who has retired after many years in the position.

HAPPENINGS

Arrangements have been made to display Dan Patch Electric Lines locomotive No. 100 at the Lake Superior Transportation Museum, Duluth, Minnesota, over the winter. The Burlington Northern Ry. will move the locomotive to and from the MTM's Como Shops; however the BN is currently occupied with the grain rush traffic and the exact date of the move to Duluth depends ^{upon} availability of BN equipment and crews. Replacing No. 100 as MTM's "shop switcher" will be a 1934 Plymouth four-wheel 25 ton diesel industrial locomotive complete with "stick shift" and four-speed transmission. This locomotive is being donated to MTM and will probably be at the Como Shops by the time you receive this newsletter.

The second annual Trolley Picnic was well attended. Between 75 and 100 persons attended the event at the Linden Hills Carhouse. We hope the printer's error in the September-October issue of the MINNEGAZETTE was not too confusing. (The photo of NP steam locomotive 328 was transposed with the Twin City Rapid Transit Co. 1901 letter.) An MTM member donated \$50 toward the cost of the affair so the net cost to MTM was about \$100. The weather was beautiful which made the rides on No. 1300 all the more enjoyable.

Steady progress continues at the Como Shops. Your editor promises to produce a photographic essay for the next issue, for the benefit of those members unable to visit the Como Shops, depicting the efforts of our hard-working restoration personnel.

Construction crews excavating a 33 ft. deep site for the foundation of the new Public Service Electric & Gas Co. office tower in Newark, N. J., broke through the tunnel, unused, of the Newark Subway which runs from Penn Station to the corner of Raymond Blvd. and Mulberry St. and was part of the old Cedar St. line. They discovered the remains of PCC cars 8 and 29, formerly Twin City Lines PCC cars, abandoned some 15 years after being stripped of parts following accidents. The discovered remains were cut into sections and trucked to the Transport of New Jersey (successor to the Public Service Coordinated Transport which purchased the cars) shop on Ferry St. where further salvageable parts will be kept.

I have saved the best news for last. Goodrich Lowry, the grandson of Thomas Lowry (Father of the Minneapolis and St. Paul street railway systems), has completed his biography of his grandfather. Mr. Lowry has been a member of MTM for many years. I have been privileged to read the entire biography and have found it to be well-written and completely fascinating. It gives a different perspective than that conveyed by Thomas Lowry's brother-in-law Calvin Goodrich in the "official" 1909 company history. I am looking forward to the printing of this biography and wish Goodrich Lowry well in his efforts.

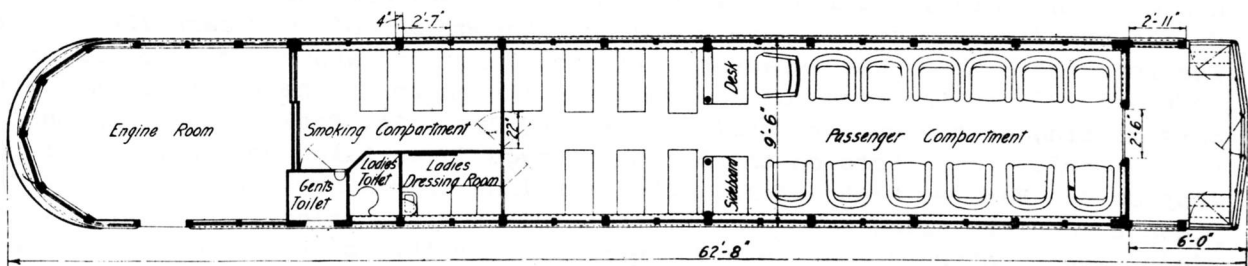


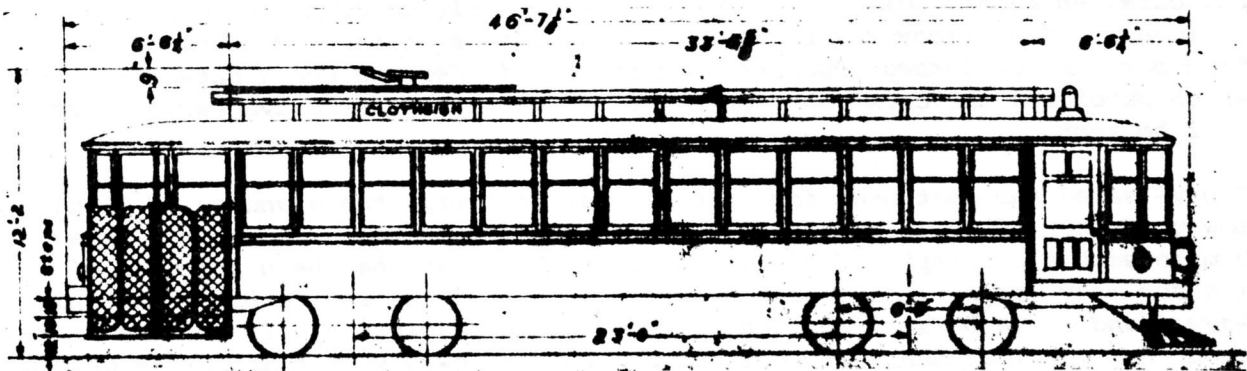
Fig. 183—Floor Plan of Strang Gas-Electric Parlor Car
The J. G. Brill Company, Builder

SUNDAY, JULY 1, 1924, ON THE STILLWATER DIVISION

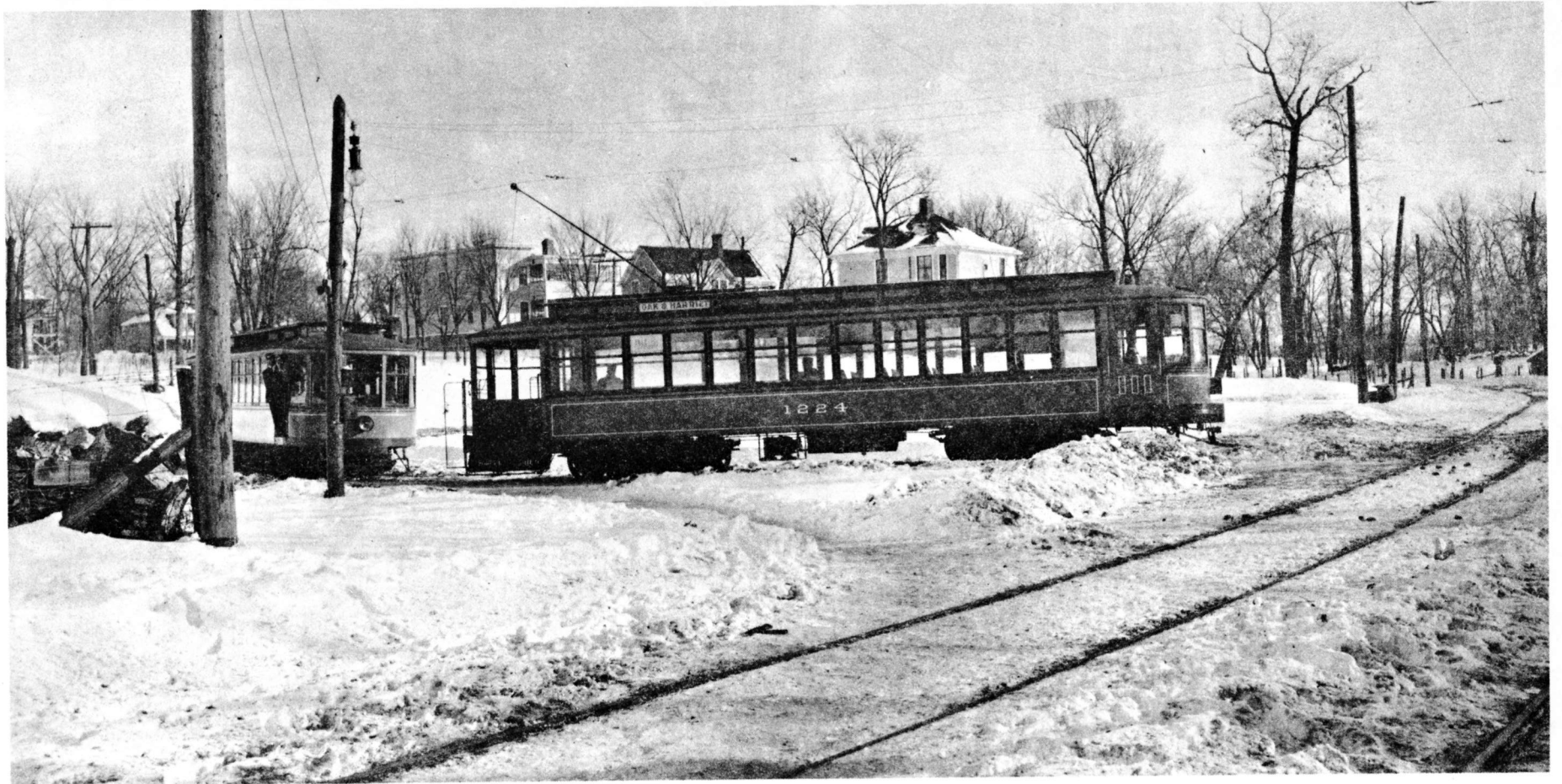
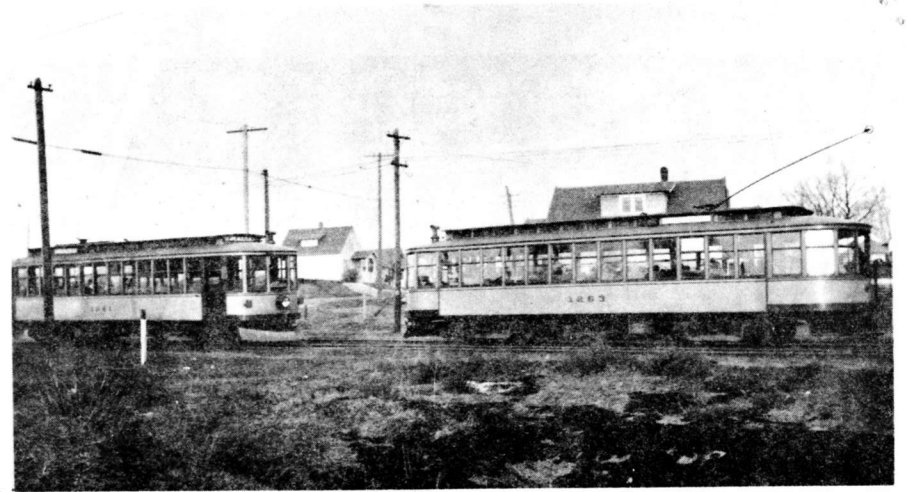
The summer schedule had just taken effect on Twin City Rapid Transit Co.'s St. Paul-Stillwater line. Westbound Run 4 left the Stillwater Union Depot at 1:52 p.m. scheduled for a meet with Eastbound Run 5 at 2:00 p.m. at Owen Street Station siding. Run 5 left Wildwood at 1:46 p.m. three minutes late with Work Extra 72 (Wire Car 72) following as far as Goodrich siding. At 2:02 p.m. a circuit breaker in the Owen St. Substation kicked out as the two cars collided head-on on Rattlesnake Curve (east of Goodrich siding).

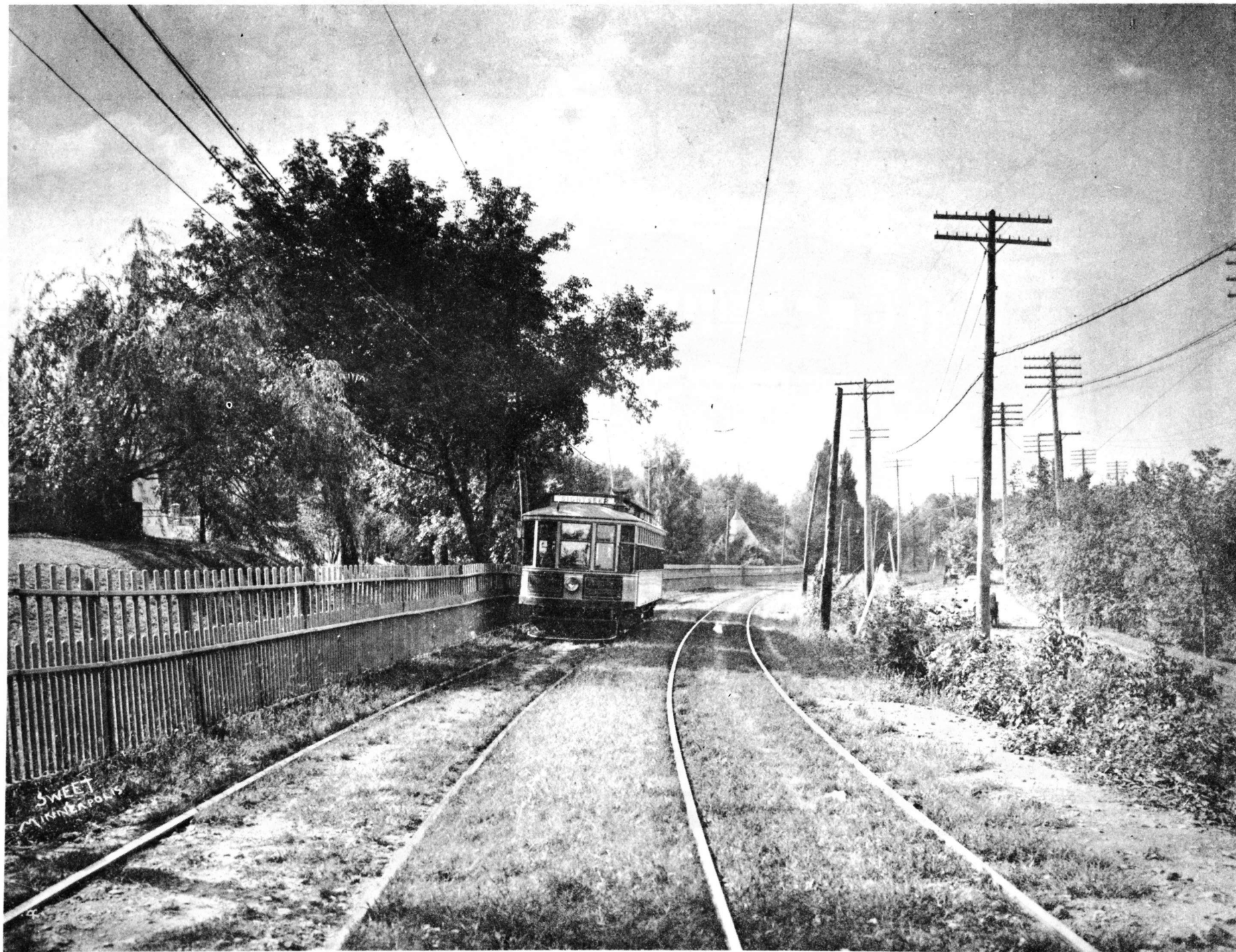
Run 4, car 1261, had overlooked the meet with Run 5, car 1263, apparently because of the schedule change. Rattlesnake Curve required restricted speed so the effect of the collision was not as disastrous as it might have been had it occurred elsewhere on the line. Owen St. local Run 14 was sent to the wreck scene, picked up the injured, and was given a clear track to the hospital corner, Churchill and Greeley Streets. The crew of car 1263 went to Owen St. Station, got Work Car 48, and as Work Extra 48 pulled in car 1261 to the Station. Work Extra 72 was advanced from Goodrich siding to push car 1263 into Owen St. Station.

As there were extra cars available on the storage tracks at Wildwood because of the holiday traffic it was not difficult to resume the normal schedule. Eastbound Run 1 left Wildwood at 2:16 p.m. in two sections. The second section turned on the wye at Owen St. Station to become Westbound Run 5 (which should have been car 1263). Owen St. local Run 14 filled in for Run 5 from the Stillwater Union Depot to Owen St. Station, connecting with the foregoing car at Owen St. Station. Westbound Run 4 was filled in from the Wildwood upper wye at 2:15 p.m. The line was re-opened for normal travel in 49 minutes from the time of the collision.



The photos on pages 5 and 6 are from the collection of the late Harlow Callander. His wife, Margaret, graciously allowed MTM to reproduce the best of the collection. On the top (lengthwise) of page 5 are two photographs of TCRT cars 1261 and 1263. The left photo is of the head-on collision described above; car 1261 is on the left and 1263 on the right of the photo. The photo to the right shows the two cars meeting at the end of double track, Ivy Ave., St. Paul; 1261 is inbound to St. Paul. The photo on the bottom of page 5 was taken on the Lake Harriet loop on the Harriet Right-of-Way; the main line tracks are the location of the present concrete alley west of the Linden Hills Blvd. bridge. On Page 6 is a "Twin City Sightseer" (cars 938-951 were used in this service) northbound on the Harriet Right-of-Way along Lakewood Cemetery. Lake Calhoun is to the right hidden by the trees.







MINNESOTA STREETCAR MUSEUM

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August 2021

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